

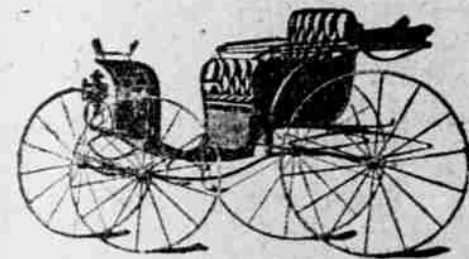
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WHEN eight bells rang out over the harbor and the waterfront, from the United States Navy tug Iroquois, at the Naval Station; from the great iron freighter, the American, at the railway wharf, at the other end of the harbor; from merchantmen lying at anchor in the stream; from sailing craft and inter-island steamers at the wharves, yesterday morning, the Stars and the Stripes were sung to the morning breeze from every ship in the harbor, in honor of the anniversary of the birth of Washington.

Yesterday was a holiday as near as any day can be a holiday on the waterfront—unless it be Sunday. Many of the ships' crews spent a day of delightful idleness while others toiled on in the work of discharging general cargoes from the dark holds of vessels or loading sugar into boats, getting in to the city their sweet burdens to San Francisco.

The biggest American flag in the possession of the United States Naval Station, Hawaii, was hoisted to the top of the big white flagpole on the waterfront when eight bells sounded, and at the same time and all of a sudden, the tug Iroquois became gorgeously decorated with over a score of flags, among which Old Glory fluttered highest and proudest of all.

At noon the guns on the Navy wharf boomed forth their brave salute in honor of the day.

A South Sea Island Artist.

There is a little South Sea Island artist; he is scarcely five years old, and stands not more than three feet high, and he lives with a number of his countrymen in the little settlement where the houses are built out of kerosene tins and dry goods boxes, on the spit of land beyond the boat houses. His pencil is a bit of coral or a sharp piece of iron or sometimes the point of his top, while the surface upon which he illustrates his ideas is often the side of an old boat or the smooth, damp sand. He sketches all the ships which pass by his little home on their way into the harbor from far away ports over the sea, or on their way out of port, bound for other corners of the earth.

Yesterday morning he had a space of sand of about fifty feet square filled with a magnificent fleet of vessels of all kinds. Among them could be recognized the Mauna Loa, the old Australia, the John A. Cummins, the boat whose whistle sounds like the wail of a soul doomed to everlasting torment, the Rio de Janeiro, and the new steamer of the Inter-Island Company, the Hanalei. Each vessel was furnished with its proper house flag and all proudly bore the Stars and Stripes.

A few wind-jammers figured in the collection of drawings and a particularly fine and striking drawing was one of a great full-rigged ship, with all sails set, head on, cutting the water until further orders, and throwing the spray up over her forecastle-head.

The artist is a modest little chap and quite a philosopher. An artist recently desired to take his picture while he was at work drawing pictures in the sand. He agreed to have his picture made when he was assured that it was not to be printed in the newspaper. He was very decided on the matter of having his portrait kept out of print, saying that he would not like it if it appeared in the paper.

His studio, the whole of that spit of land over beyond the boat houses, commands a view of everything that goes in or out of the harbor, and the infant artist is well acquainted with all the craft which are in the habit of coming to Honolulu.

Topgallant in Distress.

After a terrible experience with the elements the American bark Topgallant arrived in this port yesterday morning from Manila in distress. She was not bound for the port, but during the long, dangerous trip from the Philippines the captain of the vessel came to the conclusion that his vessel was unseaworthy, and decided to put into the first port available, although the Topgallant was bound for Port Townsend.

The tug Iroquois towed the distressed bark into port. At daylight Captain Brokaw was aboard the Fearless and hurrying his vessel out of the harbor after a couple of vessels which had just been reported. They were both of them away outside of the harbor, but it did not take the Fearless long to get to the nearest one and take it in tow. This was the ship C. F. Sargent, from Tacoma. The Fearless brought her in in quick time, left her right inside the harbor and then, almost without waiting for the line to be cast astern, turned about and scooted out after the remaining vessel.

The old Topgallant's master, Captain Hans Lunveldt, was glad to find himself in port, safe if not sound, after all that he had been through. The Topgallant's days of usefulness have passed and there is a possibility of her never going to sea again. Captain Lunveldt says that it is absolutely unsafe to proceed any further with the bark, and he will ask that a board of survey be appointed to examine the vessel.

In the latter part of last year the Topgallant went from Port Townsend to Hongkong with a load of lumber. She arrived at Hongkong without any accident, discharged her cargo and sailed thence on the 24th of September on the return trip to Port Townsend. She lost her rudder when eighteen days out of the Chinese port and was forced to put back to Hongkong for repairs. At Hongkong she went on the dry dock, was fitted with a new rudder and then started again for home.

Misfortune seemed to stay with her, however, for when she was only a few days out on her way to Port Townsend, she was caught in a typhoon in the China Sea. For ten or twelve hours the bark was tossed hither and thither almost at the mercy of the typhoon. She lost two lower topmasts, a stay and a sparker in the terrific blow. There were three feet of water on her decks all the time and she was creaking and straining to an alarming extent.

That the vessel managed to live through the typhoon was only due to the vigilance of the skipper, and the untiring efforts of the vessel's crew, which was fortunately made up of a good lot of men. The men could not hold out indefinitely, however, nor were they willing to trust the bark to a longer voyage than that was necessary. In fact, they refused to take orders as long as there was any idea of taking the bark to Port Townsend. Consequently the

skipper was forced to seek refuge in Manila on the 24th of November.

At Manila the crew demanded a court of inquiry. The court decided that the bark was seaworthy enough to proceed upon her voyage after the seas had been somewhat calmed and a little canvas had been put to good use in hiding if not remedying some of the most dangerous-looking holes. The costs of the inquiry had to be paid by the crew. This crew, however, was well acquainted with the little peculiarities of the Topgallant and they refused to ship in her again, so Captain Lunveldt was obliged to engage a new lot of sailors.

He secured seventeen men, eight of whom were Filipinos. They were no more a lot of sailors than so many farmers. Only two in the lot knew the first thing about handling a ship, but were scarce or did not like the looks and reputation of the Topgallant, and the captain had to be satisfied with what he could get. On the 13th of December the Topgallant sailed for Port Townsend from Manila.

The old vessel managed to get along somehow, and it was thought at first that she would make it to her port of destination without any further trouble. Off the coast of Japan, however, the Topgallant encountered a gale that was very nearly the ending of her. She lived through it nevertheless and proceeded on her voyage. Not many weeks after that the cook died and was buried at sea. His name was Maurice Minter; he was an American, and succumbed to the ravages of consumption. He was given over to the deep on the 7th instant. A day or two after this the bark met with a lively hurricane. Every severe blow threatened to prove disastrous to the old bark, but still she managed to keep afloat and make slow progress.

It was hard work handling the bark in bad weather, especially with the green crew which Captain Lunveldt had aboard. The mainsail, main lower top-sail and upper topgallant yard were carried away in the last heavy blow which the Topgallant experienced.

It was about this time that the captain realized that the best thing for him to do was to try to make Honolulu. His wife was aboard the Topgallant with the captain.

People on the waterfront remarked on the appearance of the Topgallant as she was towed into port yesterday morning. She looked as if she had weathered all the gales in the Pacific in the last year and showed clearly the marks of her battles with the elements. She dropped her anchor in the stream.

It will be remembered that the San Francisco papers contained a great deal about a murder occurring aboard the Topgallant in Manila. The murder did not occur on the vessel, as stated in the Coast papers, but ashore after the murderer and his victim had been discharged from the bark.

William Holst and his wife were included in the crew of the Topgallant. He was the ship's carpenter and she was the stewardess. There was continually trouble between the man and his wife and the continual bad weather. Upon the day that the crew were discharged at Manila, Holst murdered his wife.

On the way to Honolulu from Manila the greatest trouble was experienced with the Filipinos aboard. They absolutely refused to take a trip in a wheel or do anything else. They had to be forced to do the slightest things. The steam donkey had to be kept going all the time to keep the vessel from foundering, so badly did she leak. One day, during very heavy weather, the water rose to three feet in the hold. The water very fortunately moderated shortly afterwards, however, and the bark was partially pumped out.

For the Merchants' Exchange.

In all probability Honolulu will soon have a Merchants' Exchange. There is a great need for such an institution in this city and a corresponding demand. The exchange would supply reliable shipping news and would establish a lookout at Koko Head for the purpose of reporting all vessels. It is very possible that Charlie Peterson, who did such satisfactory work as lookout at Diamond Head for so many years, might be put in charge of the contemplated station on Koko Head.

Landed Here Illegally.

When the City of Peking passed through this port on her last trip from San Francisco, on her way to the Orient, two Japanese women, who had been put aboard in San Francisco for transportation to their homes, landed in Honolulu. When the Peking returns here from the Orient, Captain Smith will be asked to explain to Immigration Commissioner J. K. Brown why it was that the two women were permitted to land at this port.

After the women had landed here they took the Zealandia and returned to San Francisco. It seems that after the women arrived in San Francisco they were recognized in a resort by the inspectors. They were arrested and will be sent once more in the direction of Japan. Meanwhile J. K. Brown has been at work on the Honolulu end of the case. He has found the hackman who drove the women uptown from the steamer and has followed their movements until they took passage for the Coast on the Zealandia.

Union Company Withdraws.

J. D. Spreckels is on his way to New Zealand on the Ventura to look after the British mail contract and to establish new agencies for the Oceanic Steamship Company in the Colonies. The Union Steamship Company of New Zealand has resigned from the Spreckels' agency for the reason that the latter will not keep the mail contract. The Union Company is in hopes of securing the subsidy for itself. Spreckels intends to make the round trip on the Ventura.

Turk and Lewis Return.

The well-known waterfront men, Turk and Lewis, arrived in town on the Ventura and have been busy ever since shaking hands with their old friends. They are here to stay this time but do not intend to go into the business of shipping sailors again. Mrs. Lewis and Mrs. Turk will arrive from the Coast to join their husbands on a future steamer. The Paradise of the Pacific has charms

which have induced the former shipping-masters to make their homes in the Islands.

Islands Boats to Nome.

President. Ena of the Inter-Island Steam Navigation Company is considering sending the steamers of the company on one trip to Nome during the season when the sugar business is less lively than at other times.

The Nome trade was sufficient to employ all available steamers last year and the same conditions are likely to prevail this year. Rates are still excessively high, and when the rush begins it is likely that all steamers which can be had will be in demand. At the time of year when all the steamers of the fleet can not be kept busy here, the time spent on such trips would be very profitably occupied.

Uncle Sam Owns the Eleu.

There has always been more or less uncertainty as to who owns the tug Eleu. A letter from Superintendent of Public Works McCandless to Captains Whitney and Lehnert, inspectors of hulls and boilers, however, seems to settle the matter.

In this letter McCandless declares that as the Eleu is the property of the United States, she is not in need of inspection as it is expressly stated by the law that United States Government vessels are not to be inspected by the men who examine vessels owned by private individuals, corporations or state or municipal governments.

It has been hinted that for the purpose of saving the Eleu from condemnation by the inspectors, she was declared to be a Government vessel. Her machinery and boilers have been inspected and found to be in good condition, but it is thought that her hull would not stand an examination.

Shipping Notes.

For the first time in many moons the schooner Rosamond and the bark Olympic are out of sight of each other. The Rosamond is said to be the finest schooner in Honolulu harbor. The Olympic has been on the drydock in San Francisco.

The United States Army transport Sheridan may arrive here tonight from San Francisco. She was to have sailed on the 16th instant.

Steamers W. G. Hall, Noeau and Mikahala arrived from Kauai yesterday morning. The Noeau brought 4,000 bags of sugar, the Hall 5,700 bags, and the Mikahala 5,000 bags.

When the steamer Noeau sailed from Ahukini on Thursday the Nihau was at Koloa discharging, the Fannie Adele was at Elele, the Mokee was at Hanalei, expecting to get a full load of sugar at Kilauea, and the Waiakale was at Hanalei expecting to get a full load from the Lihue plantation.

There are 34,200 bags of sugar awaiting shipment on the Island of Kauai.

Bright Gleams the Binnacle.

Once again the welcome light of the sparkling little parrot gotten out once a week aboard the tug Iroquois by Chief Yeoman McGettigan, lets it light shine. The number which appears this morning is the fifth issue of the local Naval organ.

Is Pacific Shore Line Sinking?

The United States Coast and Geodetic Survey Department has a corps of engineers on the Coast for the purpose of ascertaining whether or not the shore line along the waters of the Pacific ocean is sinking. It is the opinion of those who are engaged in the work that when the investigations have been completed it will be found that during the past century the shore has fallen several inches, and that at the present time it is going down. The same work has been done on the Atlantic Coast, and there it has been found that the rate of sinking is about 2 1/2 inches every hundred years. In some sections along the Atlantic Coast, it is said, land that a hundred years ago was being tilled is now inundated. Much of the present shore marsh in that part of the country a hundred years ago was good farming land, and raised good crops. It will not, however, be used for this purpose again, for the investigations of the department have demonstrated that once shore land falls it never comes up again.



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And Others.

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THE ADJOURNED ANNUAL meeting of the Wailua Agricultural Co., Ltd., will be held at the office of Castle & Cooke, Ltd., in Honolulu, on Thursday, February 23, 1901, at 10 o'clock a. m.

Action will be taken upon the proposed amendments to the By-Laws, and the advisability of issuing bonds upon the property, or increasing the capital stock of the Company will be considered.

E. D. TENNEY,
Secretary Wailua Agricultural Co., Ltd. 5769

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WOOLSEY'S AND TARR AND WILSON'S copper paint for wooden vessels.
BOSTON & LOCKPORT BLOCK CO. pulley blocks.

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Organized under the laws of Arizona, which makes the Stock absolutely non-assessable. The Company owns 700 acres of land in the famous Arroyo Seco and Veratina District, of Monterey County, California. Active Development will commence at once; 50,000 shares of Treasury Stock will be sold, and for a short time the price will be 15 cents per share. Now is the time to invest. Don't wait until the Stock gets beyond your reach. OIL has been struck on ALL SIDES OF OUR LANDS; WE MUST STRIKE IT.

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